

# NEWSLETTER

MINNESOTA TRANSPORTATION MUSEUM, INC.

Vol. 1, No. 1

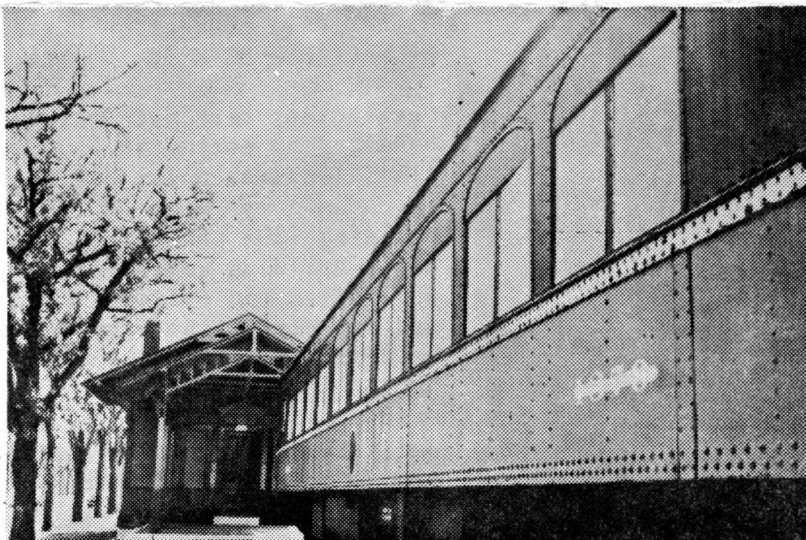
Affiliated with the Minnesota Historical Society

December, 1967

## NP COACH JOINS ROSTER

On October 6, 1967, the Northern Pacific Railway officially donated its 1915 Coach No. 1370 to MTM. That afternoon, the 80-ton car was delivered to the MTM Minnehaha Site by the Milwaukee Road where it is now on display and awaiting restoration work at the north end of the depot on track laid earlier by MTM crews.

A salute to both the NP and the MILW, to the MTM members who did the track work, and to MTM member and VP of Traffic, Frank Sandberg, Jr., for his efforts in obtaining this important addition to our growing roster of exhibits!



(MORE DETAILS AND PHOTOS ON PAGE 4)

MTM'S STANDARD HEAVYWEIGHT COACH DWARFS DEPOT

## NEXT MEETING DECEMBER 5th

The next General Membership Meeting of MTM will be held at 8 p. m., Tuesday, December 5, 1967, in the Upper Midwest Room of the Minneapolis Star & Tribune Building, 5th and Portland in Minneapolis.

Highlight of the program will be a slide-lecture presentation by our President, George Isaacs, on "Rapid Transit, The Missing Link" which is a study of urban transportation problems facing the Twin Cities area at the present time. The presentation was developed by HELP, Inc. (Highways Eliminate Lakes and Parks) of which President Isaacs is a member of the board of governors.

This excellent feature will be followed by a brief but interesting pictorial program by Bill Cordes on the restoration of Minnehaha Depot.

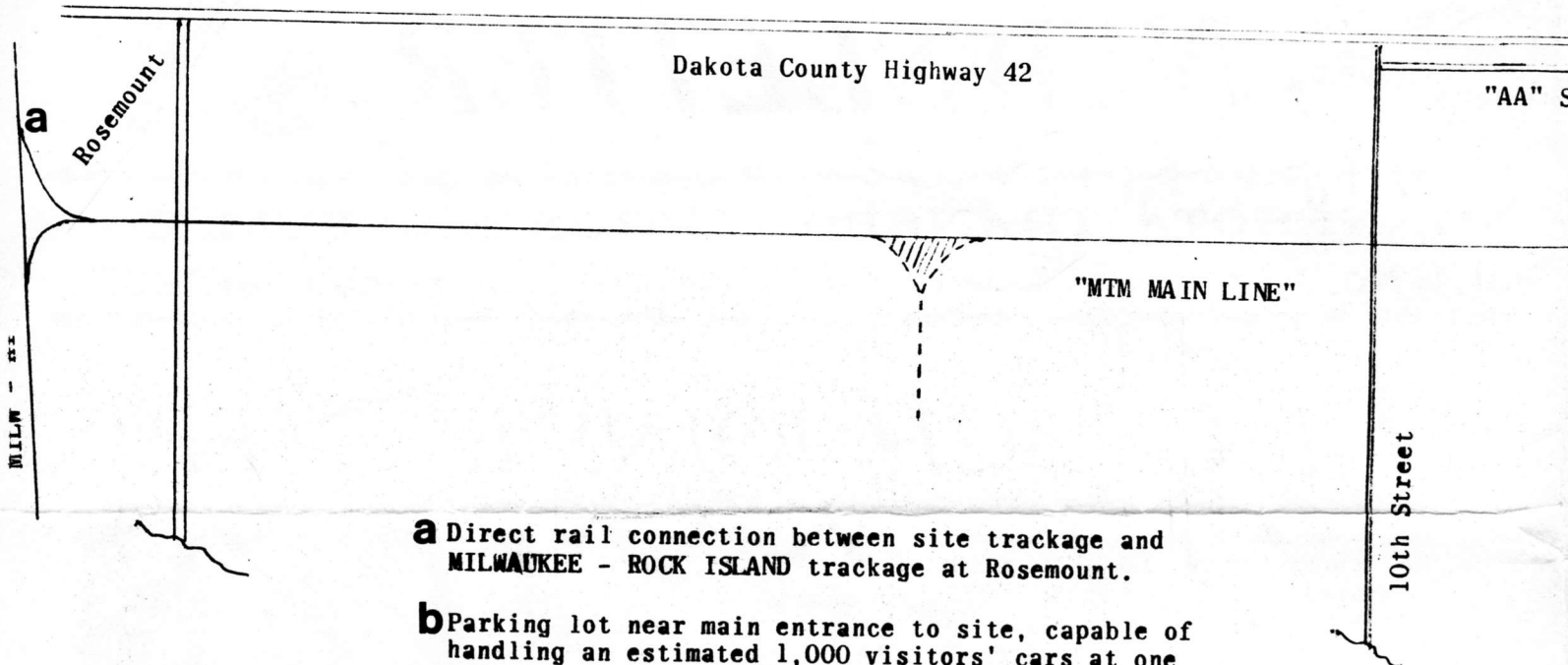
Plan to attend, and bring guests!

## SHORT LINES .....

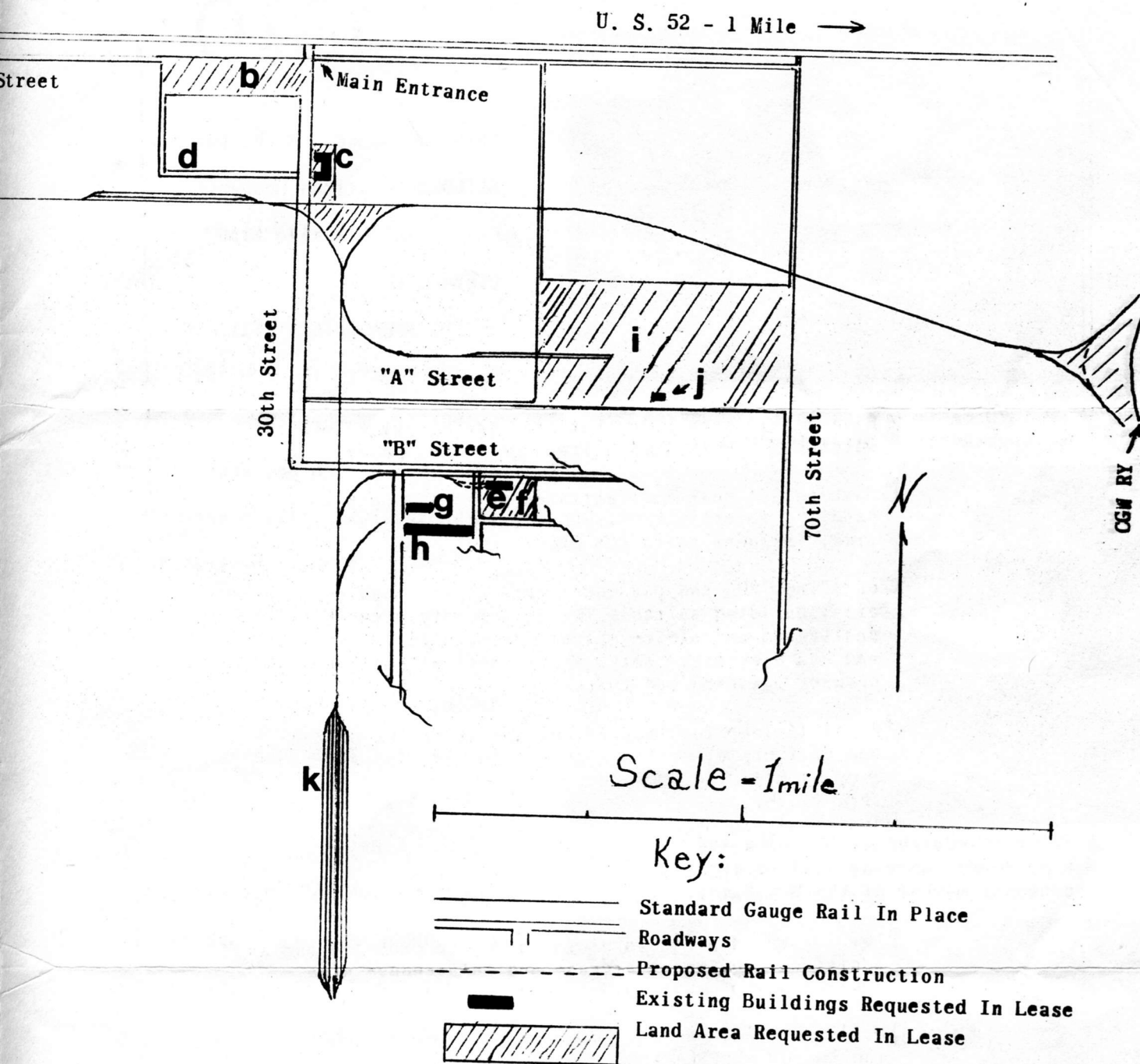
MTM publicity booms...excellent coverage of NP Coach story by both Twin City daily newspapers plus Channel 9 television...St. Paul Dispatch carries feature story on the Minnehaha Depot as developed through MTM Public Relations department...Midwest Motor Transport News to have large feature article on MTM in its 6,500-copy December edition, thanks to Ward Gronfeld, Exec VP of Minnesota Motor Transport Association.

Pages 2 and 3 of this issue contain a complete scale drawing of the proposed plan for MTM Site development at Rosemount...save this for your own reference and watch it grow!

The secret of success in the achievement of the goals of MTM is YOUR SUPPORT AND PARTICIPATION!



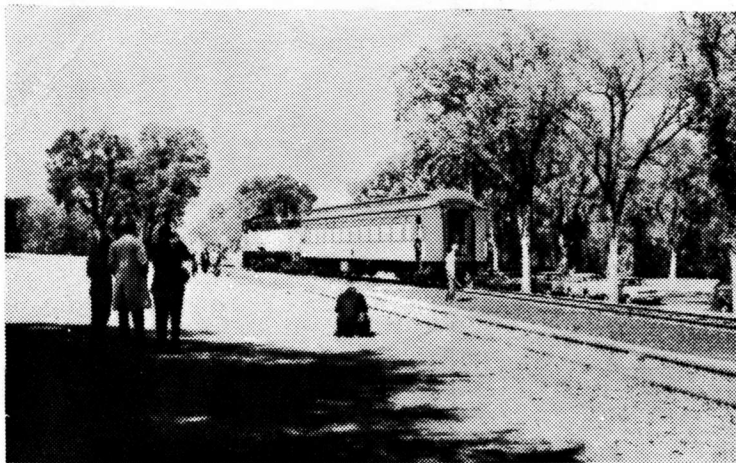
- a** Direct rail connection between site trackage and MILWAUKEE - ROCK ISLAND trackage at Rosemount.
- b** Parking lot near main entrance to site, capable of handling an estimated 1,000 visitors' cars at one time; includes poles for lighting.
- c** Building 720A and passenger waiting and loading area; building suitable for gallery-style exhibits, auditorium and office space; includes toilet facilities and has electrical service; attractive lawn-style grounds between building and tracks.
- d** Possible loop for trolley-bus operation for pickup and delivery of visitors at parking lot (b) with stop at Building 720A (c).
- e** Two-stall enginehouse about 120 ft. deep with five-ton monorail overhead crane and maintenance pit on one track; excellent condition; wood frame construction; not now serviced by water, sewer, or electricity.
- f** Level land adjacent to enginehouse for probable use as additional equipment storage and maintenance area, including construction of inexpensive shed-type buildings.
- g** Building 713A, now used as University of Minnesota offices. (NOTED FOR REFERENCE ONLY, NOT REQUESTED IN LEASE.)
- h** Building 717A, now used as maintenance shop for University of Minnesota vehicles; possible use of PART of this building for MTM busses, trucks and other road vehicles; has trackage inside at east end behind walled-up door.
- i** Huge graded area, formerly parking lot, for use in special site development, such as trolley loop, old-fashioned street, auxiliary parking, etc.
- j** Building 746A, a small outbuilding serviced by water and sewer, perhaps useful as public restroom at developed site.
- k** Seven-track classification yard, useful for replacement rail and switches, dead storage, etc.



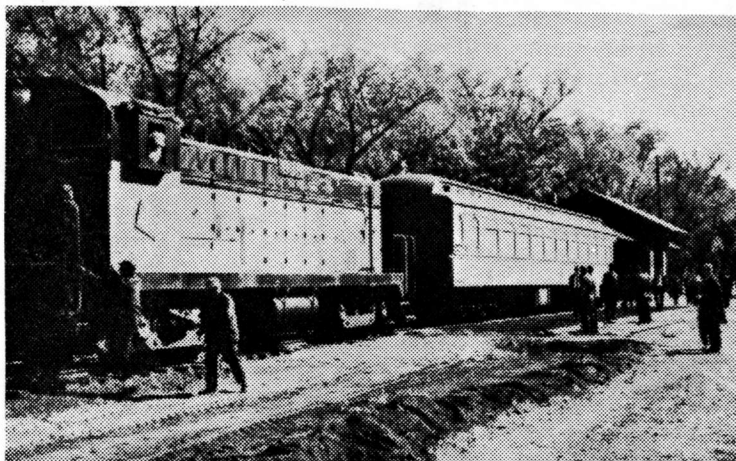
# Proposed MTM Site Plan



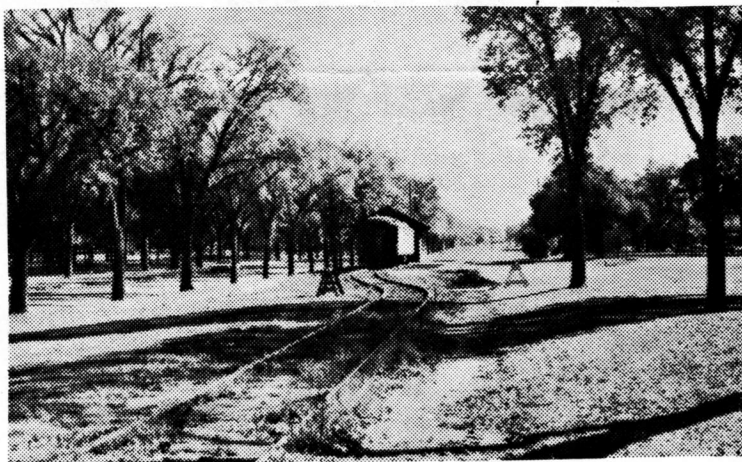
# 1370



NP 1370 meets MTM rails at Minnehaha Site ahead of MILW switcher Oct. 6.



A large delegation of NP, MILW and MTM personnel were on hand to greet the newest member of the MTM fleet.



Delivery of Car 1370 to MTM site was made possible by the generous and expert cooperation of the Milwaukee Road, as shown in this photo of the special trackwork laid to move in.

(PHOTOS BY JIM HARRISON)

ORIGINAL OWNER: N. P. Railway Company

BUILDER: Pullman Company

DATE BUILT: April, 1915

OVERALL LENGTH: 79 feet, 8½ inches

WEIGHT WHEN BUILT: 141,100 lbs.

WEIGHT TODAY: 160,300 lbs.

FRAME: Structural Steel

WHEELS: 36" (6 per truck)

SUPERSTRUCTURE: All Steel

ORIGINAL INTERIOR: Mexican Mahogany

ORIGINAL SEATS: Plush

YEAR REMODELED: 1936

TOILET ROOMS: 2

AIR BRAKE: Westinghouse

HEAT: Vapor

LIGHT: Electric

AIR CONDITIONING: Pullman (1936)

1915 PURCHASE PRICE: \$11,234.49

1936 REMODELING COST: \$18,000.00

1966 VALUE: \$29,435.14

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James M. Harrison - Editor 222-3111



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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**We Make Minnesota's Electric Railway History Come Alive!**